

The Hongkong Telegraph.

No. 383.

SATURDAY, APRIL 21, 1883.

SIX DOLLARS
PER QUARTER.

For Sale.

PIANOFORTES.

LANE, CRAWFORD & Co. have been appointed AGENTS in Hongkong for the Sale of the **PIANOFORTES** MANUFACTURED BY BROADWOOD, COLLARD & COLLARD, and CHAPPELL, of London, and they have on view, for Sale or Hire, a Large Selection of various Styles, Comprising:—
A BROADWOOD'S CONCERT GRAND, COTTAGE GRANDS, SHORT-GRANDS, COTTAGE PIANOS AND PIANINOS, made expressly for this Climate.

They have also for Sale CHAPPELL'S Latest MUSIC, including "JOLANTHE," GILBERT and SULLIVAN'S Latest OPERA.
PIANOS tuned and kept in thorough Repair by an experienced TUNER from Messrs. BROADWOOD & SON'S.
Hongkong, 18th April, 1883. [296]

Insurances.

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.
(CAPITAL SUBSCRIBED.....\$1,000,000.)
The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c.—Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [106]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).
CAPITAL TAELS 600,000, EQUAL \$833,333-33.
RESERVE FUND.....\$70,858-27.

BOARD OF DIRECTORS.
LEE SING, Esq., Chairman.
LEE YAT LAU, Esq.,
LO YEOK MOON, Esq.,
CHU CHIK NUNG, Esq.,
MANAGER—HO AMEL.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 1st September, 1882. [601]

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000-00
PERMANENT RESERVE.....Tls. 230,000-00
SPECIAL RESERVE FUND.....Tls. 290,553-95

TOTAL CAPITAL AND ACCUMULATIONS, 8th May, 1882.....Tls. 940,553-95

DIRECTORS:
H. DE C. FORBES, Esq., Chairman.
J. H. PINKVOSS, Esq.,
A. J. M. INVERARITY, Esq.,
W. M. MEYERINK, Esq.,
G. H. WHEELER, Esq.

HEAD OFFICE—SHANGHAI.
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.
Messrs. BARING BROTHERS & Co., Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

POLICIES granted on MARINE RISKS to all parts of the World.
Subject to a charge of 12 percent for interest on Shareholders' Capital, all the PROFITS of the UNDERWRITING BUSINESS are annually distributed among all Contributors of Business (whether Shareholders or not) in proportion to the premium paid by them.

RUSSELL & Co., Agents.
Hongkong, 23rd January, 1883. [83]

THE Undersigned have been appointed AGENTS to the NEW YORK BOARD of UNDERWRITERS.

ARNHOLD, KARBERG & CO.
Hongkong, 15th June, 1881.

RECORD OF AMERICAN AND FOREIGN SHIPPING.

ARNHOLD, KARBERG & Co., Agents.
Hongkong, 15th June, 1881. [457]

Notices of Firms.

NOTICE.

THE Power given to Mr. T. G. WILLIAMSON to Sign our FIRM ceased on the 10th instant.
ADAMSON, BELL & Co.
Hongkong, 16th April, 1883. [295]

NOTICE.

VICTORIA DISPENSARY.
DURING my absence Mr. STEWART MUNN McLEISH will SIGN my Name Per Procuration.
W. CRICKSHANK.
Hongkong, 26th March, 1883. [232]

NOTICE.

CAPTAIN G. C. ANDERSON will act as SURVIVOR for the BUREAU VERITAS at this Port until further notice.
ROBT. MCMURDO.
Hongkong, 11th April, 1883. [280]

Auctions.

PUBLIC AUCTION.

HOUSES IN BONHAM STRAND AND JERVOIS STREET.

THE Undersigned has received instructions to Sell by Public Auction, on **TUESDAY**, the 24th day of April, 1883, on the Premises, at THREE P.M.—

All those PIECES or PARCELS of GROUND Registered in the Land Office as MARINE LOTS Nos. 23A and 144.
Together with the 8 HOUSES erected thereon, Nos. 79 and 81, Jervois Street, Nos. 10, 12, 21, and 23, Burd's Lane, Nos. 53 and 54, Bonham Strand.
The above will be sold in 2 Lots.
For Particulars and Conditions, apply to J. M. GUEDES, Auctioneer.
Hongkong, 14th April, 1883. [288]

FURNITURE SALE.

LANE, CRAWFORD & Co. have received instructions from R. G. ALFORD, Esq., to Sell by Public Auction, at his Residence No. 5, West Terrace, on

MONDAY, the 30th instant, at 2.30 P.M.
HIS HOUSEHOLD FURNITURE,

Comprising:—
EBONIZED DRAWING ROOM CHAIRS, COUCHES and TABLES; CARPETS, CURTAINS, MIRRORS, DINING TABLE, SIDEBOARD CROCKERY and GLASS-WARE, IRON BEDSTEADS and MATTRESSES, WARDROBES, CHEST OF DRAWERS, TOILET GLASSES, DRESSING TABLES, &c. &c.
A COTTAGE PIANO by LUNAN of LUBECK. Catalogues will be issued, and the Furniture will be on view the day previous to the Sale.
TERMS—Cash.
LANE, CRAWFORD & Co., Auctioneers.
Hongkong, 19th April, 1883. [308]

To be Let.

TO LET.

A TWO STOREY HOUSE (6 ROOMS) with GARDEN, in Mosque Junction. The above has Gas and Water laid on; and immediate possession can be had.
For Particulars apply to D. NOWROJEE, Hongkong Hotel.
Hongkong, 6th April, 1883. [18]

TO LET.

FOR ONE YEAR from June next, the New BUNGALOW at the PEAK on R. B. Lot 20, now roofed in and nearly completed, the property of Mr. J. ENSTON SQUIER.
For all information, apply to R. G. ALFORD, Surveyor, &c.
Queen's Road, Hongkong, 19th April, 1883. [397]

TO LET.

NO. 4, OLD BAILEY STREET.
No. 6, QUEEN'S ROAD CENTRAL, lately occupied by PACIFIC MAIL STEAMSHIP COMPANY.
No. 7, GARDEN ROAD (at present occupied by Messrs. DETTEN & Co., and will be vacant on the 30th June next).
No. 25A, PRAYA CENTRAL.
Apply to DAVID SASSOON, SONS & Co.
Hongkong, 10th April, 1883. [7]

Intimations.

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE TO SHOPKEEPERS AND OTHERS.

THE DIRECTORS are prepared to let for a term not exceeding FIVE YEARS (after completion) SIX HANDSOME SHOPS on the Basement of the Hotel Building.
For further particulars, apply to LOUIS HAUSCHILD, Secretary.
Hongkong, 17th April, 1883. [296]

THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE.

NOTICE is hereby given that ORIGINAL SCRIP CERTIFICATE No. 1073, dated 18th June, 1880, for THREE SHARES in the above Company, standing in the name of REUBEN SOLOMON has been LOST, and should the same not be produced before the 9th May next, a Duplicate thereof will be issued to REUBEN SOLOMON, and no transaction taking place under the said ORIGINAL SCRIP CERTIFICATE, No. 1073, will be recognized by the Company.
By Order,
D. McLAURIN, Acting Secretary.
Hongkong, 10th April, 1883. [278]

ISMAIL ELLIAS, MILLINER & DRAPER, GENERAL DEALER IN EUROPEAN GOODS, INDIAN SHOP-KEEPER, INDIAN USEFUL ARTICLES OF CLOTHING, ALL AT MODERATE RATES.

No. 38, LYNDBURST TERRACE, HONGKONG.

FRENCH Prints for Dresses, different patterns, French Embroidery, cording and Insertions, Indian Malmal and Jaggamall Cloth, Cotton, Dhoria, and Cotton, Gauze, Quilting Cloth, Gauze Flannels, different kinds, Shawl Flannels, Victoria Lawns, Table Cloth, white and coloured, American Drills, Gentlemen's Gauze, Under-shirts, Turkey Towels, Table Cloth, Toilet Covers, Mosquito Net, Window Curtains, Ribbons of all sorts, Ladies' Boys' and Girls' Shoes, Combs, Stockings, Socks, Pin Cushions, Grenadine Silk, Gentlemen's Collars, Gentlemen's Shirts, &c. &c. &c.
Hongkong, 20th April, 1883. [311]

Intimations.

JUST RECEIVED.

A CHOICE ASSORTMENT

OF

SHOES.

CHILDREN'S FROM \$0.35 PER PAIR.

LADIES' FROM \$1.00 PER PAIR.

ROSE & CO.

31 AND 33, QUEEN'S ROAD CENTRAL.

Hongkong, 2nd April, 1883. [379]

SAYLE & CO.'S SHOWROOMS.

SAYLE & CO.

NEW SPRING GOODS.

EX S.S. "GLENCOE."

WHITE DRESS MATERIALS.
CREAM DRESS MATERIALS.
NUNS' VEILINGS in every Color.
SUMMER BEIGES in every Color.
GALATEAS for Boys' Washing Suits.
WHITE INDIA MUSLINS.
MULL CORD MUSLINS.
WHITE VICTORIA LAWNS.
BLACK AND COLORED SUNSHADES.
LADIES' PATENT LEATHER SLIPPERS.
LADIES' & CHILDREN'S BOOTS & SHOES.

EX S.S. "GLENOCLE."

New Patterns in POMPADOUR SATEENS.
Plain Colored SATEENS in every Shade.
FRENCH PERCALES in every Pattern.
Specialities in ZEPHYR CHECKS.
CANVAS CORSETS for Summer Wear.
SUMMER PAJAMAH FLANNELS.
Novelties in LADIES' SILK UMBRELLAS.
Trimmed and Untrimmed HATS & BONNETS.
A Choice Selection of FLOWERS.
OSTRICH TIPS & FLATS in Light Colours.
INKSTANDS in Great Variety.

A LIBERAL DISCOUNT FOR CASH.

SAYLE & CO., VICTORIA EXCHANGE, HONGKONG. [249]

W. BREWER.

HAS JUST RECEIVED.

MY QUEEN WALTZ.
VIOLETTES WALTZ.
LE PREMIER PAS POLKA.
ALL WALDTUEFEL'S WALTZES.

SWEETHEARTS' WALTZ.
OFFICERS' WALTZ.
TRUE TILL DEATH SONG.
CRAMER'S DANCE ALBUMS.

NEW BOOKS.

BABER'S TRAVELS IN WESTERN CHINA.
MAX MULLER'S INDIA.
CRANE'S LECTURES ON ART.
NEW PARLIAMENTARY BLUE BOOKS ON CHINA.
LECKY'S WRINKLES IN NAVIGATION.
PARALLEL NEW TESTAMENTS.
THE AUSTRALIANS IN ENGLAND.
LANDELL'S THROUGH SIBERIA.
GLAZEBROOK'S PHYSICAL OPTICS.
THE AGE OF FIRE AND GRAVEL BY DONNELLY.
SEDGWICK'S LIGHT.
GAELIC PROVERBS.
FOREIGN OFFICE LIST.

SWINBURNE'S POEMS AND BALLADS.
PROCTOR'S LEISURE READINGS.
CASSELL'S DICTIONARY OF COOKERY.
MARKHAM'S WAR BETWEEN PERU AND CHILL.
COAN'S LIFE IN HAWAII.
OSWALD'S ZOOLOGICAL STUDIES.
GRIFFITH'S CORAL.
BONWICK'S PORT PHILLIP SETTLEMENT.
NEW SYSTEMS OF LEARNING LANGUAGES.
ARTISTS' GOODS IN GREAT VARIETY.
BEZIQUE AND SQUEEZER PLAYING CARDS.

NEW FANCY GOODS.

W. BREWER, QUEEN'S ROAD. [703]

KELLY & WALSH'S NEW AND POPULAR MUSIC.

SONGS.

Some Day M. Wellings.
The Roman Lass Stephen Adams.
For My Sake Stephen Adams.
Moon-Daisies Stephen Adams.
In a Quiet Old Village A. S. Gatty.
Going to Market L. Diehl.
O Strange and Sweet Nessler.
When I was young Nessler.
Woman's Love and Kisses Nessler.
The Pride of Deal Kinross.
King Henry's Song A. Sullivan.
The Bell-Ringer Wallace.
Thine Image only Stephen Adams.
Sprung a Leak Stephen Adams.
At the Torch Stephen Adams.
A Song of Deeds Lonsell.
The Bird and the Cross Molloy.
Three Merry Men Molloy.
A Weathercock Seymour Smith.
Ould Ireland So Green Forman.
Love's Secret Sung by Mrs. Langtry.
The Haven of Rest Marriot.
One among Twenty Bentley.
Lyke as a Ship Cunyngame.
Requiescat Gounod.
Le Parlate d'Amor Barri.
Tune British Soldier Barri.
Outside Barnett Barri.
Open the door to me E. M. St. John.
Beyond the Stars Barri.
So the World goes Bendall.
Sweet Day so Cool Sullivan.
Yeoman's Wedding Song Poniatowski.

The Miller and the Maid Marrials.
Leaving yet Loving Marrials.
In the North Country Marrials.
If only Marrials.
Told in the Twilight Molloy.
Because I do Molloy.
Great Grandmother Molloy.
Little Maid of China Molloy.
Hearts Pinsuti.
The British Tar Bentley.
Teach me to forget F. Moir.
Behind the Clouds F. L. Moir.
At the Ferry M. Wellings.
Bismet Molloy.
Dear Face Goodeve.
Death or Glory Mattel.
The Reason Why Adelmann.
Father O'Flynn Stanford.
Il Mio Carlo Campagna.
The Little Hero Stephen Adams.
His Fame A. L. Mora.
To be or Not to be Hutchison.
Gold F. L. Moir.
Is my lover on the Sea F. L. Moir.
One; two; three Berger.
Sprig of Edelweiss Jacobel.
The old Barge Behrend.
In the Gloaming Lady A. Hill.
At Noon tide Lady A. Hill.
Beyond the Moonlight Lady A. Hill.
Norah Diehl.
Jack and Jill Tovey.
The Old Poetry Molloy.

DANCE MUSIC.

My Queen Valse Cote.
Dolores Valse Waldefuel.
Dreamland Valse Batho.
Au Printemps Valse Waldefuel.
La Source Valse Waldefuel.
Le Premier Balzer Valse Waldefuel.
Valse Vendicte Waldefuel.
Down Street Waltzes Henry.
Les Yeux de Fanchette Valse Robinson.
Secret of Love Waltz Greville.
Scotch Beauties Waltz Crowe.
Whip Poor Will Waltz Kinkel.
Mello Valse Waldefuel.

Valse-Galop Matel.
Day and Night Quadrilles Williams.
Eloche Polka Grenville.
In Macabette Quadrille Denauart.
Evelyn Polka Marriot.
Claude Duval Polka Grenville.
Boccaccio Polka Béne.
Boccaccio Quadrille Cote.
Claude Duval Quadrille Cote.
Billee Taylor Quadrille Greville.
Sweet Kiss Polka Kinkel.
Black Satin Polka E. Pron.
A Ton Bras Polka Kinkel.

KELLY & WALSH—HONGKONG.
Hongkong, April 14th, 1883. [160]

Shipping.

STEAMERS.

NOUVELLE COMPAGNIE MARSEILLAISE DE NAVIGATION A VAPEUR.

FRAISSINET & Co.

INDIA AND CHINA LINE.

THE Splendid New 100 A1 Steamship

"GOLCONDE,"
Andrac, Commander, will sail at NOON, on MONDAY, the 23rd instant, for MARSEILLES, via SAIGON, SINGAPORE, COLOMBO, ADEN, and SUEZ; and with leave to call at PENANG and TUTORIN. In connection with these Steamers the Company runs a Line from MARSEILLES to HAVRE and LONDON, leaving MARSEILLES after arrival of the Steamer from CHINA.

The Company also runs Steamers regularly from MARSEILLES to numerous Ports in the MEDITERRANEAN and BLACK SEA, by which through freight may be booked.

The Company has a Forwarding Agency at Paris, 9, Rue de Rougemont, giving special facilities to Shippers.

This Steamer is excellently fitted for Passengers, to whose comfort and accommodation special care is given; a liberal table is kept. Each Steamer carries a Surgeon and Stewardess.

FIRST-CLASS FARE TO MARSEILLES.....\$300.

SECOND-CLASS FARE TO MARSEILLES.....\$240.

RETURN TICKETS are now granted by the Steamers of this line from HONGKONG TO MARSEILLES and BACK, available for the undermentioned periods, to be reckoned from the date of arrival at Marseilles of the Steamer for which the Ticket is issued to the date of re-embarkation there of the Holder of the Ticket.

1ST CLASS. 2ND CLASS.
6 Months.....\$520.....\$410.
12 ".....560.....445.
Special rates are arranged for families.
For Freight or Passage, apply to ADAMSON, BELL & Co., Agents.
Hongkong, 8th April, 1883. [189]

FOR MANILA VIA ANOY.
THE Spanish Steamer

"EMUY,"
Captain Rementaria, will be despatched for the above Ports on MONDAY, the 23rd inst., at FIVE P.M.
For Freight or Passage, apply to REMEDIOS & Co.
Hongkong, 19th April, 1883. [300]

FOR SINGAPORE, MAURITIUS, AND BOMBAY.
THE Steamer

"INGO,"
Captain Jesselsen, will be despatched for the above Ports on MONDAY, the 23rd instant, at FOUR P.M.
For Freight or Passage, apply to DUNN, MELBYE & Co., Agents.
Hongkong, 14th April, 1883. [287]

FOR SINGAPORE AND PENANG.
THE Steamship

"CHARLES TOWNSEND HOOK" will be despatched for the above Ports, on TUESDAY, the 24th inst., at 5 P.M.
For Freight or Passage, apply to AH YON & Co., 80, Praya Central.
Hongkong, 18th April, 1883. [298]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

FOR NAGASAKI.
THE Steamship

"GAELIC,"
Captain Turpin, will be despatched for the above Port on FRIDAY, the 27th inst., at DAYLIGHT.
For Freight or Passage, apply to F. E. FOSTER, Agent.
Hongkong, 19th April, 1883. [306]

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, PERSIAN GULF PORTS, ODESSA, and the MEDITERRANEAN PORTS).

THE Company's Steamship

"PANDORA,"
Captain G. Sturli, will be despatched as above on FRIDAY, the 27th instant, at NOON.
For further Particulars, apply to MELCHERS & Co., Agents.
Hongkong, 16th April, 1883. [291]

FOR SYDNEY AND MELBOURNE, VIA SINGAPORE.

(Calling at PORT DARWIN, THURSDAY ISLAND, COCKTOON, TOWNSVILLE, and BRISBANE, and taking through Cargo to ADELAIDE, NEW ZEALAND and TASMANIA PORTS, NEW CALEDONIA and FIJI).

THE Steamship

"VENICE,"
Captain Drake, will be despatched as above, on SATURDAY, the 28th instant, at FOUR P.M.
For Freight or Passage, apply to GEO. R. STEVENS & Co.
Hongkong, 18th April, 1883. [299]

SAILING VESSELS.

FOR HAMBURG, DIRECT.
THE 3/3 L. I. Danish Bark

N. Magleby, Master, shortly expected here, will load as above and will have quick despatch.
For Freight, apply to PUSTAU & Co.
Hongkong, 4th April, 1883. [257]

FOR VICTORIA B.C. AND NEW TACOMA W.T.
THE American Ship

"MERCURY,"
Fanno, Master, will load here for the above Ports, and will have quick despatch.
For Freight, apply to RUSSELL & Co.
Hongkong, 19th April, 1883. [304]

Shipping.

SAILING VESSELS.

FOR SAN FRANCISCO.
THE 3/3 L. I. American Bark

"PENOBSCOT,"
Eaton, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to RUSSELL & Co.
Hongkong, 19th April, 1883. [301]

FOR SAN FRANCISCO.
THE American Ship

"GUARDIAN,"
Fletcher, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to RUSSELL & Co.
Hongkong, 19th April, 1883. [303]

FOR SAN FRANCISCO.
THE 3/3 L. I. American Ship

"WANDERING JEW,"
Talpey, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to RUSSELL & Co.
Hongkong, 15th March, 1883. [310]

FOR NEW YORK.
THE American Ship

"MARY WHITTRIDGE,"
Freeman, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to RUSSELL & Co.
Hongkong, 15th March, 1883. [311]

FOR NEW YORK.
THE American Bark

"C. B. HAZELTINE,"
Gilkey, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to RUSSELL & Co.
Hongkong, 10th March, 1883. [191]

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, HONOLULU, AND SAN FRANCISCO.

THE U. S. Mail Steamship

"CITY OF PEKING,"
will be despatched for San Francisco, via Yokohama and Honolulu, on SATURDAY, the 5th May, at THREE P.M., taking Passengers and Freight for Japan, Honolulu, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to Honolulu, San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 per cent from Return Fare; if re-embarking within one year, an allowance of 10 per cent will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 per cent from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 P.M. on the 4th May. Parcel Packages will be received at the Office until 1 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

F. E. FOSTER, Agent.
Hongkong, 14th April, 1883. [1]

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF Cargo per Steamship "BELGIC" from San Francisco, &c., are hereby requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their Goods.

Cargo impeding discharge of the Steamer, will be landed and stored at Consignees' risk and expense.

F. E. FOSTER, Agent.
Hongkong, 20th April, 1883. [2]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "GAELIC" from San Francisco, &c., are hereby requested

Intimations.

A. S. WATSON & CO.

FAMILY AND DISPENSING
CHEMISTS,
WHOLESALE AND RETAIL DRUGGISTS,
DRUGGISTS' SUNDRIES,
PERFUMERS,
IMPORTERS AND EXPORTERS

OF
MANILA CIGARS,
WINE AND SPIRIT MERCHANTS,
AND
MANUFACTURERS
OF
AERATED WATERS.

THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.

THE SHANGHAI PHARMACY,
24, NANKIN ROAD, SHANGHAI.

BOTICA INGLESA,
14, ESCOLTA, MANILA.

THE CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOCHOW. [3]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writers not necessarily for publication; but as evidence of good faith.

Whilst the columns of the Hongkong Telegraph will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than THREE O'CLOCK, so as not to retard the early publication of the paper.

TO SUBSCRIBERS.

Arrangements have been made to publish The Hongkong Telegraph daily at 4 P.M. Subscribers in the central districts who do not receive their copies before FIVE O'CLOCK will oblige by at once communicating with the Manager.

The Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 21, 1883.

For some considerable time past, but more especially since the introduction of the new clauses in the amended Opium Ordinance, the iniquitous system of the employment of paid informers by our police department, has been brought prominently before the public. Scarcely a day passes without one or more cases worked up by these officially protected pests of the community being heard in the police court, and as nearly the whole of these cases are conspicuous for their extremely shady and more than doubtful surroundings and associations, we contend that the regular employment of these unscrupulous scoundrels is unworthy of a British Colony, and alike degrading to our boasted civilisation, discreditable to the high character of our criminal courts, and subversive of the pure administration of justice. Time after time the magistrates, from their places on the bench, have declined to place reliance on the sworn statements of informers, and condemned the principle in no measured terms. In the Yat On Club gambling case, tried the other day, Captain THOMSON absolutely refused to credit the evidence of the informers, and there can be no doubt whatever in the minds of unprejudiced persons that gross perjury was committed by the myrmidons of the police. It is only a week or two ago that one of these apparently invaluable (?) adjuncts to our detective force gave false information in a paltry opium affair, and so palpably perjured himself in the witness box that the magistrate, on the application of the defendant, a respectable Chinese trader, very properly committed the worthless scoundrel for trial at the criminal sessions of the Supreme Court. Mr. U. Achino, for so was this *protégé* of the police named, was tried before Chief Justice PHILLIPPO and a jury yesterday, unanimously found guilty and sentenced to twelve months' imprisonment with hard labor.

In passing sentence on this abandoned criminal the Chief Justice remarked that although it was necessary in the interests of the public service to use informers, yet if the informers committed perjury in order to secure convictions, the court would punish them. "Highly as we respect the opinions of Sir GEORGE PHILLIPPO, we must vehemently protest against the doctrine laid down, that it is in this Colony, a necessity in the interests of the public service or of justice, to use Chinese informers of the class at present haunting the abodes of vice in this city, fostering and encouraging crime for interested

motives, under police protection. No doubt there are exceptional circumstances in certain cases, which justify the employment of informers, such for instance as the mystery connected with the Phoenix Park assassinations and the grave importance attached to the discovery of the murderers; but a hard and fast line must be drawn somewhere and we contend that in Hongkong that line should be drawn before such a glaring immorality is encouraged to secure the forfeiture of fifty cents worth of prepared opium, or a five dollars fine for street gambling. Moreover, we have no hesitation in declaring our belief that in nineteen cases out of every twenty the Chinese informer is a perjured scoundrel, who will swear to any falsehood to secure the conviction of an innocent person, for the sake of the "blood-money."

A moral government gives as the reward of his iniquity. Surely some responsibility must rest on the authorities who dragged a respectable trader through the mud and mire of a Police Court trial on such worthless testimony as that of Mr. U. Achino!

We are surprised that one of Her Majesty's judges, and that one such a liberal minded and intelligent dispenser of the law as Sir GEORGE PHILLIPPO, should even indirectly encourage the grossly immoral system of employing informers as practised in Hongkong. As Horace sagely put it—*Quid leges sine moribus vanae proficiunt?*

It has been demonstrated times out of number, even in modern days, that unless the moral sentiments of a people are maintained and strengthened, little can be hoped for from the penalties or restraints imposed by the wisest legislature. The informer system in this Colony is founded on a most vicious principle; and its operation is as unfair as it is unsatisfactory. It has been condemned on all sides, and should long since have been interdicted by the government. Law and order can easily enough be enforced without the necessity for a premium being placed on vices and immoralities of the most degrading description. If we must have a secret service in connection with our police, let a complete detective branch be thoroughly organised, to carry out the duties now entrusted to the dregs of the populace. A great deal of power to check existing evils lies in the hands of the magistrates. They have merely to refuse under any and all circumstances to accept evidence given by informers, who are peculiarly interested in obtaining a conviction, to compel the police to entirely abandon the system.

TELEGRAMS.

LONDON, April 20th.

THE DYNAMITERS.
The trial of dynamiters has commenced at Bow Street. An informer gave evidence that Fenians in New York hatched the plot, O'Donovan Rossa abetting.

ANNEXATION OF GUINEA.
Queensland has annexed Guinea.

LOCAL AND GENERAL.

H.M.S. *Vigilant*, Lieut. Commander C. Lindsay, left the harbour this afternoon for Amoy.

We note that Sir Anthony Musgrave, Governor of Jamaica, has accepted the Governorship of Queensland.

We hear that the expedition to the Island of "San Juan" to visit the sepulchre of St. Francis Xavier, which was to have left to day, is postponed till next Saturday.

THERE has been a good deal of gunpowder wasted in the harbour this afternoon. Admiral Pierce Crosby, the new commander-in-chief of the United States squadron in China, arrived by the French mail, and in consequence there has been quite a round of official visits, with the customary salutes.

We read that a young physician of New York City, after a series of experiments, has discovered that hanging can be made a painless death, by using a soft, silken cord and pulling it gently, instead of sending the condemned off with a jerk. He says it is not necessary to dislocate the neck to produce death, but that if pulled up from the ground with a cord pliable enough to prevent the passage of air through the neck, the victim would immediately become unconscious, and so die without pain. But if this is done, what becomes of the "dull thud" that should accompany every well-regulated execution? No innovation can be tolerated that would dispense with this essential feature.

TSUNG ASING, described as an apprentice, was this morning trying a game at "light finger exercise" upon a chair coolie who was busily employed in that classical exercise called "filling his belly." Kwok Ayip, the chair coolie in question, had his jacket and sweat wiping on the ground beside him while he gorging himself with boiled swamp seed. Mr. Tsung stealthily took up the jacket and towel and beat a hasty retreat. The conge hawker and Kwok started after the youth and ran him to earth. The wily apprentice said he had by accident trodden on the chair coolie's toes, who in his anger ran after him to give him a thrashing; and that was why he ran away. The youth's yarn was a shade thin for Captain Thomson, who sent him to fourteen days' solitary confinement.

AN expert announces that an oyster with a green beard is not unwholesome. But he gives no reason why the succulent bivalve should choose to wear this masquerade costume.

THE moving bog in the vicinity of Castlereagh, in Ireland, is advancing rapidly toward that town. Several thousand acres of land are submerged, bridges are choked up and traffic on the road from Ballinagry to Castlereagh is now suspended. The bog at Baslick, which moved some time ago, is also breaking up in several places.

THE cost of a tunnel under the English Channel is estimated at \$500,000 a mile, or \$12,000,000 for its entire length. It appears that in spite of all opposition the project is certain to be carried out. So sanguine are the believers in the scheme of its ultimate success that there are already "two Richmonds in the field," and any amount of money will be forthcoming as soon as the English government withdraws its objections to the work being proceeded with.

THE *North German Gazette* denies the statement of some other German newspapers that the occupation of the disputed territory near Swatow, in China, by Vice-Consul Schmitt, with the aid of the crew of the German corvette *Elisabeth*, had led to a controversy between the German Foreign Office and Admiralty. It adds that the Admiralty played no responsible part in the affair. The captain of the *Elisabeth* acted on an application from officials subject to the Foreign Office, and the only question is whether the latter approves the proceedings of its subordinates.

UN ASU, a coolie, was up before Captain Thomson this morning on a charge of picking the pocket of Li Set Hing, a shopman. The shopman, who comes from Penang, stated that he arrived here yesterday at 4 o'clock in the afternoon; he had a cigar case and a note book in his jacket pocket. As he landed, the defendant, who was standing close to him, suddenly snatched the case and the book, and took to his heels. In Apo, P.C. 221, said he heard the cry of "stop thief" and presently saw Li in hot pursuit of Un. The pick-pocket ran into a public place which need not be particularised, and dropped the articles now in Court. Mr. Asu denied having been the thief and said he was arrested when he was inside the public institution alluded to. He admitted, however, four previous convictions. Captain Thomson furnished the gentlemanly thief with board and lodging for six months, hard labor being thrown in to prevent Mr. Un from growing lazy and corpulent.

IN the memoirs of the late Charles Fechter is an anecdote that shows the great French actor had a natural aptitude for the part of Robert Macaire. Returning one night from the theatre, Fechter was attacked by a thief, who, attracted by a very large stage jewel—a diamond paste pin which he supposed to be real—thought it easy work to rob so slight a youth. Fechter's hot blood and practised muscle soon undid the robber, who, upon finding himself at a disadvantage, drew a dirk. "O, strike if you like," exclaimed Fechter, "I'm entirely unarmed and you can have it entirely your own way; but as you want nothing of me but my diamond pin it is hardly worth while killing me when you can have it on easier terms." "How so?" asked the robber. "Why, I'll make an exchange. Give me that cameo in your shirt bosom and I'll give you my diamond." "You're a queer sort of fellow," replied the robber, "I rather like you. It's a bargain!" Whereupon the exchange took place. Actor and robber shook hands and separated—the former in possession of a very beautiful cameo and the latter the sole proprietor of a pinchbeck! What the robber did to himself upon discovering how completely the tables had been turned remains a mystery.

THE *San Francisco Bulletin* is responsible for the following:—England desires to recover from somewhere in the depth of the ocean the mortal remains of Sir Francis Drake, that they may be deposited in the chapel of Henry VII in Westminster Abbey. It is known that his body was encased in metal before being consigned to the deep, but where it was sunk is a debated question. The general belief is that he died near Puerto Selejo, a seaport town of New Granada, some forty miles from Panama. But another belief is that he died at a Puerto Cabello, in Venezuela, while still a third tradition is that a Puerto Cabello, on the coast of Honduras, was the place. Puerto Cabello is the first sounding to be investigated, and perhaps the British authorities are already there at work. It is a strange undertaking. Sir Francis Drake died nearly three hundred years ago—January 28th, 1596, it is believed—and the discovery of his remains now would appear to be an impossibility. Yet the attempt is made. He it was who took possession of the coast of California in the name of Queen Elizabeth, calling it New Albion, and who gave his name to Drake's Bay. At his return to England, after circumnavigating the globe, he greatly pleased Majesty did him the honor of dining with him on board his vessel, and there knighted him. He had brought his gold and silver, besides extensive territorial possessions, and she was for the moment immensely grateful. But after his death she sued his brother and heir, Thomas Drake, for a pretended debt due to the Crown, and nearly ruined him. It really does seem an impossibility, this undertaking to recover the famous navigator's bones from some indefinite place in the bed of the ocean. The heavy lead-casket in which they were deposited is not likely to be found resting on the surface of the accumulated sediment of three centuries. But, if there is, apparently, much of the absurd in the projected enterprise, there is something to admire in the enthusiastic hope that inspires such an outlay of energy, to say nothing of outlay of money. And what, if after all, the casket shall be recovered? It is sincerely hoped that it will be, that the restorers may receive something more than a promised and liberal salvage.

WE are informed by the Agent of the P. M. S. S. Co., that the Company's steamship *City of Peking*, with mails &c., from San Francisco, has arrived at Yokohama, and will sail for this port to-day.

A SCULPTOR in Athens has recently sent a request to Queen Victoria begging her to return to the Acropolis the friezes of the Parthenon and other antiquities, which were carried away by Lord Elgin.

A CHINESE newspaper asserts that one of its subscribers, aged thirty-four, is the father of sixteen pairs of twins. This assertion proves conclusively that whatever the Celestial editor lacks in literary ability he makes up in gigantic lying.

THE *Benvenue*, an iron screw-steamer of about 2,300 tons, built to the order of Messrs. William Thomson and Co., Leith, and intended for their Ben Line of London, China, and Japan steamers, has been launched by Messrs. Stephen Lithouse, on the Clyde. This is the third vessel built by Messrs. Stephen for the same owners.

A RUMOUR reaches us (*Japan Mail*) that the Korean loan has been taken up in Yientsin, but we cannot vouch for the truth of the statement. Our regular advice is, that up to the 21st ultimo nothing had been settled, and that the conditions proposed by His Excellency Li Hung-chang on behalf of the China Merchants' S. N. Company were virtually prohibitive. Korea is evidently destined to become financially as well as politically dependent upon China.

HIS EXCELLENCY Captain da Rosa, Governor of Macao, landed at Murray Wharf to-day, at noon, attended by his aide-de-camp and accompanied by Consul General Loureiro. A guard of honor from the "Buffs" with the band, were drawn up at the landing; in charge of Captain Gordon, and presented arms as His Excellency passed them, to which the Governor responded by bowing and raising his hat. The shore battery fired 17 guns as the bugle announced the landing. Captain da Rosa is a tall and slender looking gentleman of good appearance. The Governor drove in an open carriage to Government House with Lieut. Vyvyan, Governor Bowen's aide-de-camp seated at his left, and his own aide-de-camp in front. Consul-General Loureiro was present in full uniform. A small party of police, under Inspector Matheson's charge, were also on the ground. Very few people were present at the landing.

SAYS the *Sydney Bulletin*—The parishioners of a suburban church complain that their pastor spends most of his time in editing a journal devoted to damming-on paper—everybody who doesn't belong to his creed, that is to say, everybody who doesn't drop the threepenny-bits into his plate instead of into that of the man opposite. The parishioners are unreasonable enough to think that, while his reverence is doing this, he ought to be ministering to the afflicted, and comforting the poor and the helpless. Is there any gas out in that suburb, or trams, or rum, or civilization of any kind? We thought we had done with the dark ages, but it seems we are mistaken. To talk in these times of a pastor visiting the sick and ministering to the afflicted! The thing is barbarous. A pastor of the present day is simply an ecclesiastical lawyer with a stomach. He is intended to wear slippers worked by sentimental pious old maids, to tell a good story after a good dinner, to live on the best, to damn nearly everything, but principally the expense, and to receive illuminated addresses and purses of sovereigns when he is going off to some fresh feeding-ground. This is what a modern pastor is expected to be, and to want him to be anything else is simply to wish for impossibilities.

SAYS the *Japan Mail* of the 7th inst.—We have already noted the miscarriage of Senhor da Graça's negotiations with the Tsung-li Yamen in the matter of the China-Portuguese treaty, and we now learn, that to the note accompanying the projected treaty—which consisted of only five articles—Prince Kung and the other Ministers of the Yamen replied—first, that China would have no objection to negotiate a treaty with Portugal provided the latter consented to have in Macao a Chinese official with powers equivalent to those claimed by China from Senhor Amaral in 1864; and secondly, that something more complete was required than the five meagre articles of Senhor Graça's draft. With regard to the first condition, it will perhaps be remembered that the ninth article of the China-Portuguese treaty, proposed in 1862 and rejected by China in 1864, was couched in the following terms:—"His Majesty the Emperor of China may appoint, should he deem it convenient, an Agent to reside in Macao, there to treat of commercial affairs and watch that the regulations are duly observed. This Agent, however, must be either a Manchou or a Chinese of the fourth or fifth rank. His powers shall be equal to those of the Consuls of France, England, the United States of America, or of those of other nations who reside at Macao and Hongkong, and there conduct their national business, holding the flags of their respective nations." This article, if accepted by China, would obviously have amounted to an acknowledgement of Portuguese Sovereignty in Macao. China, however, required that her representative in Macao should be a Mandarin with the same powers as those possessed by his predecessors in office, and that he should be a Chinese of the fourth or fifth rank. The Roman lost 80,000 in an engagement with the Cimbric and Teutones. The Carthaginians attacked Hymera in Sicily with an army of 30,000 men, and a fleet of 200 ships and 60 transports; but not a ship or a transport escaped destruction, and of the troops only a few in a small boat reached Carthage with the melancholy tidings. Marius fell in one battle, 140,000 Gauls, and in another 300,000. In the battle of Issus, between Alexander and Darius, 110,000 were slain, in that of Arbela 250,000 more. Julius Caesar annihilated an army of 60,000 Helvians in a battle with Upates, he slew 400,000, and on another occasion he massacred 600,000 Germans, who had crossed the Rhine with their cattle and flocks, and were in quest of new settlements.

WE read that a levee was held at St. James's Palace on March 12th by the Prince of Wales on behalf of the Queen. The Diplomatic Circle was attended by the Chinese and Japanese Ministers, the Siamese Minister being prevented from attending owing to his absence from London. The Chinese Minister presented Lieuts. Chen Chao Yee and Lee Ting Sing, of the Imperial Chinese Navy.

WE observe from home papers that the Queen held a Drawing Room on the 13th March at Buckingham Palace, the Princess of Wales, the Duke of Edinburgh, and other members of the Royal Family being present. The Ministers of the Crown and foreign representatives attended, as well as many other important personages, and a large number of presentations were made. Among these were Sir J. Pope Hennessy, Sir Thos. Brassey, Mr. Philip Currie, Admiral A. P. Ryder, Gen. Sir Chas. D'Aguilar, and Gen. Sir Andrew Clarke. The Japanese Minister and Mdm. Mori, the Chinese Minister and Sir Thos. Wade, K.C.B., attended the Drawing Room. The Marchioness Tseng, wife of the Chinese Minister, was prevented by unavoidable causes from being present.

METAPHORS, says *Vanity Fair*, are ticklish weapons, and the injudicious use of one caused much merriment lately in the House of Commons. The speaker was an Irishman, a staunch opponent of Sunday Closing and of Permissive Bills, and personally a considerable benefactor to the Revenue. He was criticising the Irish Attorney-General's answer to Mr. Parnell. "The facts," said the honourable member, "relied on by the Attorney-General are strange. His statement is a strong one. Now, Mr. Speaker, I can swallow a good deal."—"Hear! hear!" "Quite true!"—"Beggara! you can!" and roars of laughter—"I repeat, I can swallow a good deal."—"Hear! hear!" and fresh volleys of laughter, as inattentive members leapt from their neighbours what it was all about—"but I can't swallow that."

THE incident reminds one of an equally amusing interruption to a speech of Baron de Worms. The debate had to do with the Jews. The Baron had just remarked, "We owe much to the Jews," when there came a feeling groan from a well-known member in his back corner, "We do!"

THE international tug-of-war, arranged to take place on the Cricket Ground this afternoon, between teams from the U.S.S. *Richmond* and the Hongkong police, is causing a lot of excitement in sporting circles, and a good deal of quiet speculation has been indulged in. The Americans were strong favorites yesterday at two to one on them; but a revulsion of feeling has set in, and the local men are now greatly fancied. The police team is a thoroughly representative one, comprising seven Scotchmen, two Englishmen and one sturdy ancient Briton. It is rather a pity there is no Irishman in the team, but it seems a Fenian up to the weight could not conveniently be obtained. The men are a powerful all round lot, although much lighter than the customary run of police champion teams; however, they are sure to make a good show, and will not disgrace their colours. The names of the men are W. Currie, J. McDougall, R. Love, J. Roy, L. Mackay, H. Miller, W. McLean, (Scotch) H. Gidley, C. Paul, (English) and T. James (Welsh). J. Robertson will "coach" his fellow guardians of the peace.

THE statement that Sultan Pasha received £10,000 for delivering the Egyptian army at Tel-el-Kebir into the hands of Sir Garnet Wolseley, by causing the outlying pickets to be withdrawn on the night preceding the attack has, according to the *Sydney Bulletin*, created a great sensation in England. The Government organs explain that, although Sultan Pasha received £10,000, it was not as the price of his treachery, but as compensation for destruction of his property, presumably at Alexandria. But the journal which gave publicity to the transaction retorts that any number of persons had their property destroyed, and have received not a farthing of compensation! They have to wait for the report of a Commission investigating the different claims. Sultan Pasha was paid at once without waiting for anything. The matter appears really too transparent to require explanation. Sultan Pasha was in high command at Tel-el-Kebir. He received £10,000 compensation for property destroyed. All his comrades were tried for their lives as rebels to the Khedive, and their property had been confiscated. If Sultan Pasha did not play traitor to his side, why is so extraordinary an exception made in his favour?

THE following are some of the great battles of the world, and the number said to have been slain in each:—At Durham, in 1146, there fell 15,000; at Haldonhill, and Agincourt, 30,000 each; at Buzen and Lepanto, 25,000 each; at Austerlitz, Jena, and Lutzen, 25,000 each; at Eylau, 60,000; at Waterloo, and Quatre Bras, one engagement, 70,000; at Borodino, 80,000; at Fontenoy, 100,000; at Yarmouth, 150,000; at Chalons, no less than 300,000; Attila's army alone! The Moors in Spain, about the year 800, lost in one battle 70,000; in another, four centuries later, 120,000; besides 50,000 prisoners; and in a third, even 200,000 men. Still greater was the carnage in ancient times. At Cannae, 70,000 fell. The Romans lost 80,000 in an engagement with the Cimbric and Teutones. The Carthaginians attacked Hymera in Sicily with an army of 30,000 men, and a fleet of 200 ships and 60 transports; but not a ship or a transport escaped destruction, and of the troops only a few in a small boat reached Carthage with the melancholy tidings. Marius fell in one battle, 140,000 Gauls, and in another 300,000. In the battle of Issus, between Alexander and Darius, 110,000 were slain, in that of Arbela 250,000 more. Julius Caesar annihilated an army of 60,000 Helvians in a battle with Upates, he slew 400,000, and on another occasion he massacred 600,000 Germans, who had crossed the Rhine with their cattle and flocks, and were in quest of new settlements.

THE Paris correspondent of *The Times* writes:—"The French Government does not seem to have any intention of taking further action in the Madagascar question, and what was said yesterday in the Senate on Tong King must not be construed as meaning more than was actually said. Parliament, however, will probably be called upon to pronounce, with full knowledge of the circumstances, on this Tong King question, to vote the needful credits, and hear what are the Government's exact intentions. Meanwhile, owing to the Tong King difficulty, M. Bourée has just been rather suddenly summoned home from China. The Government accuses him of having negotiated with the Chinese Government, in regard to Tong King, beyond and contrary to his instructions."

ANOTHER attack, says a home paper, has been made upon the system of tight lacing. A gentleman the other evening delivered a lecture upon the subject of the human voice. In the course of his remarks he strongly condemned the pernicious fashion of tight lacing, and in illustration of its ill effects mentioned the case of a pupil of his who, having an average chest capacity of 145 cubic inches, was unable to blow more than 150 cubic inches upon the spirometer, but who, after removing her corset, registered without the slightest difficulty 142! Ladies who wish to "blow" more than 100 cubic inches must therefore leave off their corsets or be content with less than "a century record." If, however, this gentleman imagines that ladies will give up the fashion of tight lacing simply because they cannot spin the spirometer up so gaily with their stays on as without them he makes a grievous error. The more foolish and unhealthy a fashion may be the better women like it. To tell them they are acting foolishly only makes them worse.

At the bombardment of Alexandria the British fleet brought 84 guns into action, while the forts mounted 250 guns. The amount of powder expended by the fleet weighed 131,860 lbs., of which the *Invincible* fired 39,000 lbs. This expenditure of power discharged 3,198 projectiles, including 233 Palliser, 2246 common, 261 Schrapnel, 154 segment and 175 empty shells, 126 solid and three case shot. The *Panolo* fired the highest average number of shots per gun, namely, 28.8 the *Invincible* 22.0, and the *Invincible* only 12.6. In addition to these there were fired 10,150 rounds of Martini-Henry, 16,233 Nordenfled, and 7,100 Gaffling cartridges, together with 37 rockets. The result of a careful examination of the damage done by this expenditure of ammunition has led Captain Walford, R.N., to roughly calculate that at least half the projectiles never hit the forts at all, and that of the other half 33 per cent. struck the escarpments, and 17 per cent. the parapets. In only one case did a shell pierce the parapet, namely, that of Fort Oum-el-Kubba, which was pierced by one of the *Invincible's* 16in. shells. The thickness of the parapet was 12ft., and the trench cut by the shell was 16ft. long and 8ft. wide.

THE LOSS OF THE "MINARD CASTLE."

The Marine Court of Inquiry into the circumstances attending the loss of the steamship *Minard Castle* assembled to-day, at noon, at the Harbour Master's Office, when the following verdict was delivered:

1.—We find that on the 10th April, 1883, at about 9.15 a.m. the British steamship *Minard Castle*, Official number 85,115 of London, 1,596 tons register, Master, Richard Skinner, whose certificate of competency is numbered 31,134, struck on a sunken rock 600 yards East of the Island of Cheung Chau in the West Lamma Channel, and that the vessel sank shortly afterwards in 8 fathoms of water about 600 yards South of that rock.

2.—From a survey made by Lieutenant Belam of H.M.S. *Argyll*, we find the rock marked "dries at low water." In Admiralty Chart No. 1466 is placed 115 yards N. 66 deg. 43 min. W. of its proper position. That a sunken rock with 6 feet on it at low water springs has been found bearing S. 38 deg. 35 min. E. 75 feet, from the proper position of the rock marked "dries at low water" on which the *Minard Castle* struck.

3.—We find that while the ship was in pilotage waters, the master placed the third mate, Mr. Mullen, whose certificate of competency is ordinary, master is numbered 9,688, in charge of the ship at 8.35 a.m. giving a course, but on coming to point out any dangers which the vessel was likely to pass. The master then went below to his breakfast, and returned to the bridge at about 9.10 a.m.; a few minutes afterwards the ship struck on the sunken rock referred to.

4.—We find that the course ordered to be steered by the master before he left the bridge was a prudent one had there been no set of the tide.

5.—We find that the officer left in charge of the deck showed great want of attention to his duties in his having it reported to the master that the ship was being set to the north-west and that he had altered the ship's course.

6.—The Court having considered the whole of the circumstances connected with the loss of this ship, are of opinion that the master, Richard Skinner, was not justified in leaving the deck while the vessel was in pilotage waters.

7.—The Court hereby suspended the certificate of competency of Richard Skinner, No. 31,134 for a period of nine months; and the certificate of competency of John Mullen, No. 9,688 is suspended for a period of three months. We recommend that these officers be furnished with a first mate's certificate.

Given under our hands at Victoria, Hongkong, this twenty-first day of April, 1883.

THE AMERICAN MAIL.
The P. M. S. S. Co.'s steamer *City of Peking*, with the post American mail, left Yokohama for this port on the 18th inst., and is due here on or about the 21st inst.

STEAMERS EXPECTED.
The steamer *Yuen* is expected on the 21st inst. for Hongkong, and the steamer *Yuen* is expected on the 21st inst. for Hongkong, and the steamer *Yuen* is expected on the 21st inst. for Hongkong.

NEWS BY THE FRENCH MAIL.

The subjoined items of general news are taken from the London and China Express of the 16th ultimo:

It is announced that a Bill is to be introduced into the Canadian Parliament restricting Chinese immigration into British Columbia.

It is officially announced from Vienna that Count Zuluski, Austrian Minister at Teheran, has been appointed Minister to China, Japan, and Siam.

The Gazette contains the following:—The Buffs (East Kent Regiment). Major Edward G. Graham retires from the service, receiving the value of his commission.

The Cockchafer, gunboat, Lieut.-Commander Henry W. Hill, and the Espoir, gunboat, Lieut.-Commander Gamble, which left Devonport on the 19th inst. for the China Station, arrived at Malacca on the 7th inst.

Captain A. T. Brook, R.N., who has been appointed to the command of the Opal, was present at the boat actions at Escape Creek and Fatsan, and the capture of Canton, 1857 (China medal, Fatsan and Canton clasps).

Mr. Albert Hawkins, assistant-surgeon, half-pay list, died last week, in his fifty-third year. The deceased was attached to the Royal Artillery, and served with a battery in the expedition to China in 1860, including the actions at Sihao and Tangku (medals).

The Sappho, corvette, Captain Fullerton, which sailed for the China Station, via the Cape of Good Hope, to relieve the Encounter, arrived at Madeira on the 7th inst., and continued her voyage on the 9th inst.

It is notified that the Queen has approved the appointment of Sir Anthony Musgrave, K.C.M.G., Governor of Jamaica, to be Governor of Queensland, on the retirement of Sir A. Kennedy, G.C.M.G., C.B., whose term of office will be completed next month.

The departure of the *Lively* to relieve the *Vigilant* will be somewhat delayed, as she has sustained injuries on her voyage to the Mediterranean, whither she was conveying the new Admiral for that Station, Lord John Hay. She is now undergoing repairs at Malta.

We believe that the preliminary negotiations on the Opium question, which matter, as we recently announced, is to be conducted in London, have commenced, but that no interview between the Secretary of State for Foreign Affairs and the Chinese Minister has yet taken place.

The *Clan Macgillivray*, the *Benvenue*, the *Pattan*, and the *Scottish*, new steamers for the Eastern trade, have been launched.

An inquiry has been held into the loss of the steamer *Keenure Castle*, in the Bay of Biscay, and Mr. Commissioner Rothery, in giving his decision, blamed the owners for not being alive to certain defects when the steamer left port.

The *Koushing*, a screw steamer, built for trade in the Far East, has been successfully launched from the yard of the Barrow Shipbuilding Company. Her dimensions are: Length 250 feet, breadth 35 feet, depth 28 feet, with a gross tonnage of about 2,150 tons. She is fitted up with first-class engines, the cylinders of which are 38 inches and 76 inches in diameter. She has a nominal horse power of 2,000, and is expected to attain a speed of thirteen knots.

An interesting ceremony has taken place in the Rooms of the Liverpool Mercantile Marine Service Association, Mr. James Aspinall Tobin in the chair. The sum of 1,000 guineas was presented to Captain Gibson and the officers and crew of the steamship *Quaker* on behalf of the owners and underwriters in recognition of the safe voyage of the vessel under difficult circumstances. There was a large attendance of shipowners, underwriters, and shipmasters. Captain Gibson received a cheque for £500, and £500 will be divided among the officers and crew of the vessel.

A letter in the St. Petersburg *Viedomosti*, dated from Verno, on the Chinese frontier, calls attention to the increased cultivation of the poppy in Russian Turkestan, and to the trade in opium with the Chinese and Bactrian. Whether a cry has been raised against the English opium trade in China this organ of the Russian Press has always been the first to take it up; and now we learn from its own columns that before the Russians occupied Kuldja the natives were prohibited from manufacturing opium under pain of death, but that since the Russian occupation of those parts the traffic has grown to be one of the most important and lucrative of Central Asian industries.

The Bishop of Norwich presided at a meeting held in St. Andrew's Hall, Norwich, to denounce the opium trade. He said we had neglected, as a nation, to promote the introduction of the Scriptures into China, while we had forced the Chinese to receive a hurtful drug. He thought it wrong for a nation of superior strength to coerce a weaker country in matters of commerce. We ought to do all in our power to encourage legitimate commerce with China, and we ought to discontinue the opium traffic. Such a policy might involve us for a time in pecuniary loss, but we did not hesitate to incur a similar loss in connection with the suppression of the slave trade, and we ought not to shrink from incurring it now. Letters approving the object of the meeting were read from Mr. J. H. Tillett, M.P., and other gentlemen. The subsequent speakers included Mr. A. Pease, M.P., Mr. Alderman Harmer, &c., and resolutions in accordance with the objects of the meeting were adopted.

FAMOUS SAYINGS.

George III's sayings are, like his own image, stamped on copper—poor in expression, but very strongly stamped. It was the same with Mme. de Pompadour's celebrated expression of recklessness: "Après nous le déluge," a saying which has become part of history, partly because its truth, partly from its vivid expression of the selfishness and recklessness which made it historical. And it is this quality of personal expressiveness which is the character so stamped in not poor, but has anything magnificent or noble in it, that makes a great saying take rank with a great deed. Louis XIV's declaration on his death bed to Mme. de Maintenon, "I imagined it more difficult to die, as though his departure, at least must have involved a convulsion of nature, and Pitt's grand farewell to power, when he returned, dying, from Bath, "Fold up the map of Europe," are excellent specimens of the sort of sayings which, though containing no thought at all, nothing but a great consciousness of power, yet impress us more than the most vivid wisdom or the most poignant wit. This is why dignity tells for so much in a saying of this kind—for so much more, indeed, than even truth. Burke's grand sentence on the bustings, then referring to the death of another candidate, "What shadows we are, and what shadows we pursue!" makes an even greater impression on the imagination than the other sentence, "I do not know how to draw up an indictment against a whole people," not because it embodies half the political wisdom of the second sentence, but because it recalls Burke and his soaring imagination more impressively to the mind. Even Lord Chesterfield, with all his thinness and superficiality, makes his mark upon us directly by beginning to delineate himself. "There is a certain dignity to be kept up in pleasures, as well as in business," and "Knowledge may give weight, but accomplishments give lustre," and many more people see than weigh," put so exactly a man thoughtfully and consistently anxious about appearances, that they impress us almost as much as one of Dr. Johnson's vivid self-portraits of a much nobler kind. Indeed, they impress us not only most as such, but for nearly the same reason, that by imagining the man who lived in appearances, they throw up in strong relief on our minds the recollection of men to whom mere appearances were naught.

Sayings, however excellent, which do not convey in themselves self-portraits are seldom vividly associated with their true authors. How many of our readers will remember who it was that said, "Nothing is certain but death and taxes; or, "We must all hang together, else we shall all hang separately," or even, "It is better to wear out than rust out," which last doctrine represents the energy of a certain kind of temperament, but energy so common that it makes rather a class than an individual. Benjamin Franklin said the two first sayings, and Bishop Cumberland the last, but we should be surprised to find anyone in a company of literary men who could have pronounced on the spot to whom any one of the three was to be attributed. On the other hand, we seldom misappropriate sayings containing much less than it is worth while to remember, like Frederick the Great's indignant, "Wohlt ihr immer leben?" ("Do you fellows want to live for ever?") when his soldiers showed some disinclination to being shot down, or Gambetta's peremptory, "Il faudra ou se soumettre ou se démettre," of Marshal MacMahon's "Gouvernement de Combalet." The most impressive sayings are probably those of great rulers who contrived to embody the profound confidence they felt that a life of command was before them, in a few weighty words. Julius Caesar's "Veni, vidi, vici," and his question to the skipper who feared the loss of his boat, "What dost thou fear, when Caesar is on board?" or his disdainful apology for an unjust divorce, "Caesar's wife ought to be in everyone's mouth as long as the world lasts. And so perhaps, Napoleon's "I succeeded to about Louis XIV, but Chateaubriand," and the same great man's remark, "Imagination rules the world," and "I ought to have died at Waterloo."

But the most influential of all great sayings are those which combine great force and weight of character with a precept, express or implied. Cavour's remarkable prophecy, written seven and twenty years before its fulfilment, "In my dreams, I see myself already Minister of the Kingdom of Italy"—the most impressive of all precepts—again, his expressive great national cryings—again, his expressive saying, "In politics nothing is so absurd as to say, 'I will have no state of siege; anyone can govern with a state of siege,' will do more to keep Italy united, to keep her governments statesmanlike, and to keep her people free, than reams of argument from men less memorable and less potent."—London Spectator.

TIGHT LACING.

"Do women lace as much as they once did?" a Chronicle reporter ventured to ask a well-known dressmaker not long since.

"By no means," was the reply. "You have only to compare the fashion-plates of to-day with those of a past generation to see the difference, though the pernicious practice is not without adherents."

"Why don't they lace as much?" asked the audacious reporter.

"For a variety of reasons," was the reply. "In the first place it is uncomfortable, and injurious as well. Many ladies found that, by sad experience. Then it sent the blood to the head giving the face a painfully high color. From the same reason, the hands and feet became swollen, necessitating the use of a larger size of glove and of shoe than would otherwise have been necessary."

"That was a sore subject, I have no doubt, with the ladies," gallantly remarked the interlocutor.

"It was, indeed."

"Do you suppose that the esthetic craze and the fancy-dress parties had anything to do with the change?"

"Undoubtedly, for it called forth a study of ancient models and classic figures and their drapery. People are beginning to believe that a tiny waist is not the same as physical perfection, and that the lines of beauty are graceful curves."

"Then I suppose the study of physiology in the schools has helped to do away with a false taste, and the numerous lectures by physicians on hygiene has done much for the enlightenment of the age."

"In a measure, though unfortunately the fashionable world, those who need it most, do not listen to words of warning. They have to learn by experience. But there has been another cause, I think, for the decrease of tight lacing."

"What is that?" eagerly asked the reporter.

"Why, nothing less than a reform in undergarments. 'Simplicity' seems to be the aim. Instead of the number of pieces formerly worn, there are the 'combination garments' which are realizing the idea of underclothing that shall be warm and not cumbersome; that shall fit without constricting or dragging upon a vital or muscular portion of the frame. The chemise-skin underclothing was a move in the right direction."

"Are many of them worn?"

"Yes, quite a number. Then a great many ladies make themselves waists or corset covers of the skin. They are so warm that a person so clad can go without a wrap."

"Have American women as a rule good figures?"

"I think so; especially when they wear their corsets next to the dress, overall petticoats. That gives a set to the dress without a break in the waist. But, of course, there are the long and lanky, the short and the dumpy, to be found in the ranks."

"They must be hard to suit," remarked the reporter.

"Not if they have studied the exigencies of their case," was the reply; "otherwise yes. So much depends upon what a figure has on. The long and the lanky run to stripes, which make them look like sticks of peppermint candy, while the fat ones—oh, dear!—the fat ones!" and the customer broke off to laugh heartily, in which figure was joined by the reporter, who laughed without knowing why.

"It is the fat girls," she continued, "who are the hardest to deal with after all. You see one can build up a thin figure, but one can't take anything from a fat one. It's all there, and they always want to wear the lightest, most conspicuous colors, loose flowing draperies and horizontal trimmings, which measure off their roundness in a striking barrel-hoop fashion. They are crazy for plaids; the larger the better. So you can readily see how care and study of figures are necessary on my part to keep them from making gyps of themselves. And fat old dowagers are my nightmare."

"Really these are revelations. Do you suppose that long dresses will ever regain their prestige?"

"They are being worn more and more for evenings, and corsets decollete are in vogue. But it is to be hoped that for the same long dresses will never come in again. Still they may be the bustles now worn are certainly a precursor of trains. But I'll tell you something, and that is [the reporter listened most attentively] the crying need of the times is for a better style of garters."

To-day's Advertisements.

FOR HOIHOW AND PAKHOI.

THE Steamship

"PING-ON."

Captain McCaslin, will be despatched for the above Ports, on TUESDAY, the 24th instant, at DAYLIGHT.

For Freight or Passage, apply to RUSSELL & Co.

Hongkong, 21st April, 1883. [312]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

FOR NAGASAKI.

THE Steamship

"BELGIC,"

Captain Cameron, will be despatched for the above Port, on SUNDAY, the 29th instant, at DAYLIGHT.

For Freight or Passage, apply to F. E. FOSTER, Agent.

Hongkong, 21st April, 1883. [314]

NOTICE.

MR. W. R. LOXLEY will Sign Our Firm per procurator during our temporary absence.

Hongkong, 21st April, 1883. [313]

SAVILE & Co.

NOTICE.

THE CHINESE INSURANCE COMPANY, LIMITED.

MR. J. BRADLEE SMITH, having returned from the 23rd inst.

WM. REINERS, Chairman Board of Directors.

Hongkong, 21st April, 1883. [315]

HONGKONG RACES, 1883.

NOW READY, PRICE 25 CENTS.

A COMPLETE REPORT OF THE HONGKONG RACE MEETING OF 1883, IN PAMPHLET FORM.

REPRINTED FROM THE "HONGKONG TELEGRAPH"

As only a limited number have been printed, orders should be sent without delay to the "HONGKONG TELEGRAPH" Office, No. 7, Peddar's Hill.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Hongkong, 5th March, 1883.

Intimations.

"NOVELTY STORE."

MARINE HOUSE, QUEEN'S ROAD.

SELLING OFF CHEAP.

NO SUCH OPPORTUNITY EVER OFFERED BEFORE.

FOR ONE MONTH ONLY from This Date, all the BOOKS in this "STORE" including those which may arrive during the month, will be disposed of at Published Prices, Charging Extra only the actual expenses incurred, such as freight, insurance, &c., at current rate of exchange.

To avoid confusion, all the BOOKS selected shall not be delivered but forwarded together with a Memo of cost which if not approved, the BOOKS may be returned.

Also, "KAISAR-I-HIND" CIGARETTES are now offered at 80 Cents per 100, in Handsome Crystallized Tin Boxes, for the above period only.

TERMS, CASH ONLY.

S. MEYERS, MANAGER.

Hongkong, 13th March, 1883. [28]

Intimations.

INTIMATION.

SIGNOR ANTONIO CATTANEO, of the CONSERVATORIO DE BERGAMO and late of the ROYAL ITALIAN OPERA COMPANY has the honor to inform the community that he has arranged to remain in Hongkong, and will give lessons in Music, Singing and the Piano-forte.

CHARGES STRICTLY MODERATE.

Address—Messrs. KELLY & WALSH, Queen's Road.

Hongkong, 1st March, 1883. [168]

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Hongkong, 1st March, 1883.

Commercial.

THIS DAY.

Business in the Share Market has been very quiet to-day. Luzzons are weaker and have been put through at \$99 per share for cash, and \$101 for the end of June. No other transactions came under our notice.

SHARES.

Hongkong and Shanghai Bank—Ex New Issue—154 per cent. premium.
 Hongkong and Shanghai Bank—New Issue—154 per cent. premium.
 Union Insurance Society of Canton—\$700 per share, sellers.
 China Traders' Insurance Company—\$2,550 per share, buyers.
 North China Insurance—Tis. 1,900 per share, buyers.
 Canton Insurance Company, Limited—\$145 per share, sellers.
 Yangtze Insurance Association—Tis. 1050 per share, buyers.
 Chinese Insurance Company—\$215 per share, sellers.
 On Tai Insurance Company, Limited—Tis. 150 per share.
 Hongkong Fire Insurance Company—\$1,350 per share, sellers.
 China Fire Insurance Company—\$365 per share, sellers.
 Hongkong and Whampoa Dock Company—59 per cent. premium, sellers.
 Hongkong, Canton, and Macao Steamboat Co.—\$43 per share, premium, sellers.
 China and Manila Steam Ship Company—122 per share, buyers.
 Hongkong Gas Company—\$80 per share, sellers.
 Hongkong Hotel Company—\$185 per share, sellers.
 Indo-China Steam Navigation Company, Limited—2 per cent. prem. sellers.
 China Sugar Refining Company, Limited—\$200 per share, sellers.
 China Sugar Refining Company (Debentures)—3 per cent. premium.
 Luron Sugar Refining Company, Limited—\$99 per share, sales and sellers.
 Hongkong Ice Company—\$178 per share, buyers.
 Hongkong and China Bakery Company, Limited—\$80 per share, buyers.
 Chinese Imperial Loan of 1878—14 per cent. prem. ex. int.
 Chinese Imperial Loan of 1881—27 per cent. prem.

EXCHANGE.

ON LONDON.—Bank, T. T. 3/7
 Bank Bills, on demand 3/7
 Bank Bills, at 30 days' sight 3/7
 Bank Bills, at 4 months' sight 3/8
 Credits, at 4 months' sight 3/8
 Documentary Bills, at 4 months' sight 3/8
 ON PARIS.—
 Bank Bills, on demand 4.58
 Credits, at 4 months' sight 4.68
 ON BOMBAY.—Bank, T. T. 223
 ON CALCUTTA.—Bank, T. T. 223
 ON SHANGHAI.—
 Bank, sight 724
 Private, 30 days' sight 73

OPIUM MARKET.—THIS DAY.

NEW MALWA per picul, \$530
 (Allowance, Tals 64.)
 OLD MALWA per picul, \$555
 (Allowance, Tals 24.)
 NEW PATNA (first choice) per chest, \$572
 NEW PATNA (second) per chest, \$562
 NEW PATNA (without choice) per chest \$565
 NEW PATNA (bottom) per chest, \$575
 NEW BENARES per chest, \$560
 OLD BENARES per chest, \$550
 NEW PERSIAN per chest, \$570
 OLD PERSIAN per picul, \$590
 (Allowance, Tals.)

HONGKONG TEMPERATURE.

(From Messrs. FAIRBANKS & CO.'S REGISTER.)

	Barometer	Thermometer	Wind	Direction	Force	Direction	Force	Direction	Force
Barometer—P.M.	30.05	Thermometer—P.M.	79	Wind	W	Force	4	Direction	W
Thermometer—P.M.	81	Thermometer—P.M.	79	Wind	W	Force	4	Direction	W
Thermometer—P.M.	81	Thermometer—P.M.	79	Wind	W	Force	4	Direction	W
Thermometer—P.M.	81	Thermometer—P.M.	79	Wind	W	Force	4	Direction	W
Thermometer—P.M.	81	Thermometer—P.M.	79	Wind	W	Force	4	Direction	W
Thermometer—P.M.	81	Thermometer—P.M.	79	Wind	W	Force	4	Direction	W
Thermometer—P.M.	81	Thermometer—P.M.	79	Wind	W	Force	4	Direction	W
Thermometer—P.M.	81	Thermometer—P.M.	79	Wind	W	Force	4	Direction	W
Thermometer—P.M.	81	Thermometer—P.M.	79	Wind	W	Force	4	Direction	W
Thermometer—P.M.	81	Thermometer—P.M.	79	Wind	W	Force	4	Direction	W

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.

	HOMERIDGE.		AMOV.		SHANGHAI.		MAWLEE.	
BAROMETER.	Pressure day & n.p.m.	Thy. day & n. 10 a.m.	Pressure day & n.p.m.	Thy. day & n. 10 a.m.	Pressure day & n.p.m.	Thy. day & n. 10 a.m.	Pressure day & n.p.m.	Thy. day & n. 10 a.m.
Thermometer.								
WIND.								
Direction.								
Force.								
Dr. Thermometer.								
Wet Thermometer.								
Weather.								
Hour's Rain.								
Quantity fallen.								

Barometer, level of the sea in inches, and sea level—Thermometer, in Fahrenheit degrees and sea level to the open air in a shaded situation—Direction of Wind, in regular every two points, N., N.E., E., S.E., S., S.W., W., N.W., and N. The force of the wind, in regular every two points, 1 to 3 light breezes, 4 to 6 moderate, 7 to 9 fresh, 10 to 12 strong, 13 to 15 heavy, 16 to 18 violent, 19 to 21 storm, 22 to 24 hurricane, 25 to 27 typhoon, 28 to 30 cyclone, 31 to 33 hurricane, 34 to 36 typhoon, 37 to 39 cyclone, 40 to 42 hurricane, 43 to 45 typhoon, 46 to 48 cyclone, 49 to 51 hurricane, 52 to 54 typhoon, 55 to 57 cyclone, 58 to 60 hurricane, 61 to 63 typhoon, 64 to 66 cyclone, 67 to 69 hurricane, 70 to 72 typhoon, 73 to 75 cyclone, 76 to 78 hurricane, 79 to 81 typhoon, 82 to 84 cyclone, 85 to 87 hurricane, 88 to 90 typhoon, 91 to 93 cyclone, 94 to 96 hurricane, 97 to 99 typhoon, 100 to 102 cyclone, 103 to 105 hurricane, 106 to 108 typhoon, 109 to 111 cyclone, 112 to 114 hurricane, 115 to 117 typhoon, 118 to 120 cyclone, 121 to 123 hurricane, 124 to 126 typhoon, 127 to 129 cyclone, 130 to 132 hurricane, 133 to 135 typhoon, 136 to 138 cyclone, 139 to 141 hurricane, 142 to 144 typhoon, 145 to 147 cyclone, 148 to 150 hurricane, 151 to 153 typhoon, 154 to 156 cyclone, 157 to 159 hurricane, 160 to 162 typhoon, 163 to 165 cyclone, 166 to 168 hurricane, 169 to 171 typhoon, 172 to 174 cyclone, 175 to 177 hurricane, 178 to 180 typhoon, 181 to 183 cyclone, 184 to 186 hurricane, 187 to 189 typhoon, 190 to 192 cyclone, 193 to 195 hurricane, 196 to 198 typhoon, 199 to 201 cyclone, 202 to 204 hurricane, 205 to 207 typhoon, 208 to 210 cyclone, 211 to 213 hurricane, 214 to 216 typhoon, 217 to 219 cyclone, 220 to 222 hurricane, 223 to 225 typhoon, 226 to 228 cyclone, 229 to 231 hurricane, 232 to 234 typhoon, 235 to 237 cyclone, 238 to 240 hurricane, 241 to 243 typhoon, 244 to 246 cyclone, 247 to 249 hurricane, 250 to 252 typhoon, 253 to 255 cyclone, 256 to 258 hurricane, 259 to 261 typhoon, 262 to 264 cyclone, 265 to 267 hurricane, 268 to 270 typhoon, 271 to 273 cyclone, 274 to 276 hurricane, 277 to 279 typhoon, 280 to 282 cyclone, 283 to 285 hurricane, 286 to 288 typhoon, 289 to 291 cyclone, 292 to 294 hurricane, 295 to 297 typhoon, 298 to 300 cyclone, 301 to 303 hurricane, 304 to 306 typhoon, 307 to 309 cyclone, 310 to 312 hurricane, 313 to 315 typhoon, 316 to 318 cyclone, 319 to 321 hurricane, 322 to 324 typhoon, 325 to 327 cyclone, 328 to 330 hurricane, 331 to 333 typhoon, 334 to 336 cyclone, 337 to 339 hurricane, 340 to 342 typhoon, 343 to 345 cyclone, 346 to 348 hurricane, 349 to 351 typhoon, 352 to 354 cyclone, 355 to 357 hurricane, 358 to 360 typhoon, 361 to 363 cyclone, 364 to 366 hurricane, 367 to 369 typhoon, 370 to 372 cyclone, 373 to 375 hurricane, 376 to 378 typhoon, 379 to 381 cyclone, 382 to 384 hurricane, 385 to 387 typhoon, 388 to 390 cyclone, 391 to 393 hurricane, 394 to 396 typhoon, 397 to 399 cyclone, 400 to 402 hurricane, 403 to 405 typhoon, 406 to 408 cyclone, 409 to 411 hurricane, 412 to 414 typhoon, 415 to 417 cyclone, 418 to 420 hurricane, 421 to 423 typhoon, 424 to 426 cyclone, 427 to 429 hurricane, 430 to 432 typhoon, 433 to 435 cyclone, 436 to 438 hurricane, 439 to 441 typhoon, 442 to 444 cyclone, 445 to 447 hurricane, 448 to 450 typhoon, 451 to 453 cyclone, 454 to 456 hurricane, 457 to 459 typhoon, 460 to 462 cyclone, 463 to 465 hurricane, 466 to 468 typhoon, 469 to 471 cyclone, 472 to 474 hurricane, 475 to 477 typhoon, 478 to 480 cyclone, 481 to 483 hurricane, 484 to 486 typhoon, 487 to 489 cyclone, 490 to 492 hurricane, 493 to 495 typhoon, 496 to 498 cyclone, 499 to 501 hurricane, 502 to 504 typhoon, 505 to 507 cyclone, 508 to 510 hurricane, 511 to 513 typhoon, 514 to 516 cyclone, 517 to 519 hurricane, 520 to 522 typhoon, 523 to 525 cyclone, 526 to 528 hurricane, 529 to 531 typhoon, 532 to 534 cyclone, 535 to 537 hurricane, 538 to 540 typhoon, 541 to 543 cyclone, 544 to 546 hurricane, 547 to 549 typhoon, 550 to 552 cyclone, 553 to 555 hurricane, 556 to 558 typhoon, 559 to 561 cyclone, 562 to 564 hurricane, 565 to 567 typhoon, 568 to 570 cyclone, 571 to 573 hurricane, 574 to 576 typhoon, 577 to 579 cyclone, 580 to 582 hurricane, 583 to 585 typhoon, 586 to 588 cyclone, 589 to 591 hurricane, 592 to 594 typhoon, 595 to 597 cyclone, 598 to 600 hurricane, 601 to 603 typhoon, 604 to 606 cyclone, 607 to 609 hurricane, 610 to 612 typhoon, 613 to 615 cyclone, 616 to 618 hurricane, 619 to 621 typhoon, 622 to 624 cyclone, 625 to 627 hurricane, 628 to 630 typhoon, 631 to 633 cyclone, 634 to 636 hurricane, 637 to 639 typhoon, 640 to 642 cyclone, 643 to 645 hurricane, 646 to 648 typhoon, 649 to 651 cyclone, 652 to 654 hurricane, 653 to 655 typhoon, 656 to 658 cyclone, 659 to 661 hurricane, 662 to 664 typhoon, 663 to 665 cyclone, 666 to 668 hurricane, 669 to 671 typhoon, 672 to 674 cyclone, 673 to 675 hurricane, 676 to 678 typhoon, 679 to 681 cyclone, 682 to 684 hurricane, 683 to 685 typhoon, 686 to 688 cyclone, 689 to 691 hurricane, 692 to 694 typhoon, 693 to 695 cyclone, 696 to 698 hurricane, 699 to 701 typhoon, 702 to 704 cyclone, 703 to 705 hurricane, 704 to 706 typhoon, 705 to 707 cyclone, 706 to 708 hurricane, 707 to 709 typhoon, 710 to 712 cyclone, 711 to 713 hurricane, 712 to 714 typhoon, 713 to 715 cyclone, 714 to 716 hurricane, 715 to 717 typhoon, 716 to 718 cyclone, 717 to 719 hurricane, 718 to 720 typhoon, 721 to 723 cyclone, 722 to 724 hurricane, 723 to 725 typhoon, 724 to 726 cyclone, 725 to 727 hurricane, 726 to 728 typhoon, 727 to 729 cyclone, 728 to 730 hurricane, 729 to 731 typhoon, 730 to 732 cyclone, 731 to 733 hurricane, 732 to 734 typhoon, 733 to 735 cyclone, 734 to 736 hurricane, 735 to 737 typhoon, 736 to 738 cyclone, 737 to 739 hurricane, 738 to 740 typhoon, 739 to 741 cyclone, 740 to 742 hurricane, 741 to 743 typhoon, 742 to 744 cyclone, 743 to 745 hurricane, 744 to 746 typhoon, 745 to 747 cyclone, 746 to 748 hurricane, 747 to 749 typhoon, 748 to 750 cyclone, 749 to 751 hurricane, 750 to 752 typhoon, 751 to 753 cyclone, 752 to 754 hurricane, 753 to 755 typhoon, 754 to 756 cyclone, 755 to 757 hurricane, 756 to 758 typhoon, 757 to 759 cyclone, 758 to 760 hurricane, 759 to 761 typhoon, 760 to 762 cyclone, 761 to 763 hurricane, 762 to 764 typhoon, 763 to 765 cyclone, 764 to 766 hurricane, 765 to 767 typhoon, 766 to 768 cyclone, 767 to 769 hurricane, 768 to 770 typhoon, 769 to 771 cyclone, 770 to 772 hurricane, 771 to 773 typhoon, 772 to 774 cyclone, 773 to 775 hurricane, 774 to 776 typhoon, 775 to 777 cyclone, 776 to 778 hurricane, 777 to 779 typhoon, 778 to 780 cyclone, 779 to 781 hurricane, 780 to 782 typhoon, 781 to 783 cyclone, 782 to 784 hurricane, 783 to 785 typhoon, 784 to 786 cyclone, 785 to 787 hurricane, 786 to 788 typhoon, 787 to 789 cyclone, 788 to 790 hurricane, 789 to 791 typhoon, 790 to 792 cyclone, 791 to 793 hurricane, 792 to 794 typhoon, 793 to 795 cyclone, 794 to 796 hurricane, 795 to 797 typhoon, 796 to 798 cyclone, 797 to 799 hurricane, 798 to 800 typhoon, 801 to 803 cyclone, 802 to 804 hurricane, 803 to 805 typhoon, 804 to 806 cyclone, 805 to 807 hurricane, 806 to 808 typhoon, 807 to 809 cyclone, 808 to 810 hurricane, 809 to 811 typhoon, 810 to 812 cyclone, 811 to 813 hurricane, 812 to 814 typhoon, 813 to 815 cyclone, 814 to 816 hurricane, 815 to 817 typhoon, 816 to 818 cyclone, 817 to 819 hurricane, 818 to 820 typhoon, 819 to 821 cyclone, 820 to 822 hurricane, 821 to 823 typhoon, 822 to 824 cyclone, 823 to 825 hurricane, 824 to 826 typhoon, 825 to 827 cyclone, 826 to 828 hurricane, 827 to 829 typhoon, 828 to 830 cyclone, 829 to 831 hurricane, 830 to 832 typhoon, 831 to 833 cyclone, 832 to 834 hurricane, 833 to 835 typhoon, 834 to 836 cyclone, 835 to 837 hurricane, 836 to 838 typhoon, 837 to 839 cyclone, 838 to 840 hurricane, 839 to 841 typhoon, 840 to 842 cyclone, 841 to 843 hurricane, 842 to 844 typhoon, 843 to 845 cyclone, 844 to 846 hurricane, 845 to 847 typhoon, 846 to 848 cyclone, 847 to 849 hurricane, 848 to 850 typhoon, 849 to 851 cyclone, 850 to 852 hurricane, 851 to 853 typhoon, 852 to 854 cyclone, 853 to 855 hurricane, 854 to 856 typhoon, 855 to 857 cyclone, 856 to 858 hurricane, 857 to 859 typhoon, 858 to 860 cyclone, 859 to 861 hurricane, 860 to 862 typhoon, 861 to 863 cyclone, 862 to 864 hurricane, 863 to 865 typhoon, 864 to 866 cyclone, 865 to 867 hurricane, 866 to 868 typhoon, 867 to 869 cyclone, 868 to 870 hurricane, 869 to 871 typhoon, 870 to 872 cyclone, 871 to 873 hurricane, 872 to 874 typhoon, 873 to 875 cyclone, 874 to 876 hurricane, 875 to 877 typhoon, 876 to 878 cyclone, 877 to 879 hurricane, 878 to 880 typhoon, 879 to 881 cyclone, 880 to 882 hurricane, 881 to 883 typhoon, 882 to 884 cyclone, 883 to 885 hurricane, 884 to 886 typhoon, 885 to 887 cyclone, 886 to 888 hurricane, 887 to 889 typhoon, 888 to 890 cyclone, 889 to 891 hurricane, 890 to 892 typhoon, 891 to 893 cyclone, 892 to 894 hurricane, 893 to 895 typhoon, 894 to 896 cyclone, 895 to 897 hurricane, 896 to 898 typhoon, 897 to 899 cyclone, 898 to 900 hurricane, 899 to 901 typhoon, 900 to 902 cyclone, 901 to 903 hurricane, 902 to 904 typhoon, 903 to 905 cyclone, 904 to 906 hurricane, 905 to 907 typhoon, 906 to 908 cyclone, 907 to 909 hurricane, 908 to 910 typhoon, 909 to 911 cyclone, 910 to 912 hurricane, 911 to 913 typhoon, 912 to 914 cyclone, 913 to 915 hurricane, 914 to 916 typhoon, 915 to 917 cyclone, 916 to 918 hurricane, 917 to 919 typhoon, 918 to 920 cyclone, 919 to 921 hurricane, 920 to 922 typhoon, 921 to 923 cyclone, 922 to 924 hurricane, 923 to 925 typhoon, 924 to 926 cyclone, 925 to 927 hurricane, 926 to 928 typhoon, 927 to 929 cyclone, 928 to 930 hurricane, 929 to 931 typhoon, 930 to 932 cyclone, 931 to 933 hurricane, 932 to 934 typhoon, 933 to 935 cyclone, 934 to 936 hurricane, 935 to 937 typhoon, 936 to 938 cyclone, 937 to 939 hurricane, 938 to 940 typhoon, 939 to 941 cyclone, 940 to 942 hurricane, 941 to 943 typhoon, 942 to 944 cyclone, 943 to 945 hurricane, 944 to 946 typhoon, 945 to 947 cyclone, 946 to 948 hurricane, 947 to 949 typhoon, 948 to 950 cyclone, 949 to 951 hurricane, 950 to 952 typhoon, 951 to 953 cyclone, 952 to 954 hurricane, 953 to 955 typhoon, 954 to 956 cyclone, 955 to 957 hurricane, 956 to 958 typhoon, 957 to 959 cyclone, 958 to 960 hurricane, 959 to 961 typhoon, 960 to 962 cyclone, 961 to 963 hurricane, 962 to 964 typhoon, 963 to 965 cyclone, 964 to 966 hurricane, 965 to 967 typhoon, 966 to 968 cyclone, 967 to 969 hurricane, 968 to 970 typhoon, 969 to 971 cyclone, 970 to 972 hurricane, 971 to 973 typhoon, 972 to 974 cyclone, 973 to 975 hurricane, 974 to 976 typhoon, 975 to 977 cyclone, 976 to 978 hurricane, 977 to 979 typhoon, 978 to 980 cyclone, 979 to 981 hurricane, 980 to 982 typhoon, 981 to 983 cyclone, 982 to 984 hurricane, 983 to 985 typhoon, 984 to 986 cyclone, 985 to 987 hurricane, 986 to 988 typhoon, 987 to 989 cyclone, 988 to 990 hurricane, 989 to 991 typhoon, 990 to 992 cyclone, 991 to 993 hurricane, 992 to 994 typhoon, 993 to 995 cyclone, 994 to 996 hurricane, 995 to 997 typhoon, 996 to 998 cyclone, 997 to 999 hurricane, 998 to 1000 typhoon, 999 to 1001 cyclone, 1000 to 1002 hurricane, 1001 to 1003 typhoon, 1002 to 1004 cyclone, 1003 to 1005 hurricane, 1004 to 1006 typhoon, 1005 to 1007 cyclone, 1006 to 1008 hurricane, 1007 to 1009 typhoon, 1008 to 1010 cyclone, 1009 to 1011 hurricane, 1010 to 1012 typhoon, 1011 to 1013 cyclone, 1012 to 1014 hurricane, 1013 to 1015 typhoon, 1014 to 1016 cyclone, 1015 to 1017 hurricane, 1016 to 1018 typhoon, 1017 to 1019 cyclone, 1018 to 1020 hurricane, 1019 to 1021 typhoon, 1020 to 1022 cyclone, 1021 to 1023 hurricane, 1022 to 1024 typhoon, 1023 to 1025 cyclone, 1024 to 1026 hurricane, 1025 to 1027 typhoon, 1026 to 1028 cyclone, 1027 to 1029 hurricane, 1028 to 1030 typhoon, 1029 to 1031 cyclone, 1030 to 1032 hurricane, 1031 to 1033 typhoon, 1032 to 1034 cyclone, 1033 to 1035 hurricane, 1034 to 1036 typhoon, 1035 to 1037 cyclone, 1036 to 1038 hurricane, 1037 to 1039 typhoon, 1038 to 1040 cyclone, 1039 to 1041 hurricane, 1040 to 1042 typhoon, 1041 to 1043 cyclone, 1042 to 1044 hurricane, 1043 to 1045 typhoon, 1044 to 1046 cyclone, 1045 to 1047 hurricane, 1046 to 1048 typhoon, 1047 to 1049 cyclone, 1048 to 1050 hurricane, 1049 to 1051 typhoon, 1050 to 1052 cyclone, 1051 to 1053 hurricane, 1052 to 1054 typhoon, 1053 to 1055 cyclone, 1054 to 1056 hurricane, 1055 to 1057 typhoon, 1056 to 1058 cyclone, 1057 to 1059 hurricane, 1058 to 1060 typhoon, 1059 to 1061 cyclone, 1060 to 1062 hurricane, 1061 to 1063 typhoon, 1062 to 1064 cyclone, 1063 to 1065 hurricane, 1064 to 1066 typhoon, 1065 to 1067 cyclone, 1066 to 1068 hurricane, 1067 to 1069 typhoon, 1068 to 1070 cyclone, 1069 to 1071 hurricane, 1070 to 1072 typhoon, 1071 to 1073 cyclone, 1072 to 1074 hurricane, 1073 to 1075 typhoon, 1074 to 1076 cyclone, 1075 to 1077 hurricane, 1076 to 1078 typhoon, 1077 to 1079 cyclone, 1078 to 1080 hurricane, 1079 to 1081 typhoon, 1080 to 1082 cyclone, 1081 to 1083 hurricane, 1082 to 1084 typhoon, 1083 to 1085 cyclone, 1084 to 1086 hurricane, 1085 to 1087 typhoon, 1086 to 1088 cyclone, 1087 to 1089 hurricane, 1088 to 1090 typhoon, 1089 to 1091 cyclone, 1090 to 1092 hurricane, 1091 to 1093 typhoon, 1092 to 1094 cyclone, 1093 to 1095 hurricane, 1094 to 1096 typhoon, 1095 to 1097 cyclone, 1096 to 1098 hurricane, 1097 to 1099 typhoon, 1098 to 1100 cyclone, 1099 to 1101 hurricane, 1100 to 1102 typhoon, 1101 to 1103 cyclone, 1102 to 1104 hurricane, 1103 to 1105 typhoon, 1104 to 1106 cyclone, 1105 to 1107 hurricane, 1106 to 1108 typhoon, 1107 to 1109 cyclone, 1108 to 1110 hurricane, 1109 to 1111 typhoon, 1110 to 1112 cyclone, 1111 to 1113 hurricane, 1112 to 1114 typhoon, 1113 to 1115 cyclone, 1114 to 1116 hurricane, 1115 to 1117 typhoon, 1116 to 1118 cyclone, 1117 to 1119 hurricane, 1118 to 1120 typhoon, 1119 to 1121 cyclone, 1120 to 1122 hurricane, 1121 to 1123 typhoon, 1122 to 1124 cyclone, 1123 to 1125 hurricane, 1124 to 1126 typhoon, 1125 to 1127 cyclone, 1126 to 1128 hurricane, 1127 to 1129 typhoon, 1128 to 1130 cyclone, 1129 to 1131 hurricane, 1130 to 1132 typhoon, 1131 to 1133 cyclone, 1132 to 1134 hurricane, 1133 to 1135 typhoon, 1134 to 1136 cyclone, 1135 to 1137 hurricane, 1136 to 1138 typhoon, 1137 to 1139 cyclone, 1138 to 1140 hurricane, 1139 to 1141 typhoon, 1140 to 1142 cyclone, 1141 to 1143 hurricane, 1142 to 1144 typhoon, 1143 to 1145 cyclone, 1144 to 1146 hurricane, 1145 to 1147 typhoon, 1146 to 1148 cyclone, 1147 to 1149 hurricane, 1148 to 1150 typhoon, 1149 to 1151 cyclone, 1150 to 1152 hurricane, 1151 to 1153 typhoon, 1152 to 1154 cyclone, 1153 to 1155 hurricane, 1154 to 1156 typhoon, 1155 to 1157 cyclone, 1156 to 1158 hurricane, 1157 to 1159 typhoon, 1158 to 1160 cyclone, 1159 to 1161 hurricane, 1160 to 1162 typhoon, 1161 to 1163 cyclone, 1162 to 1164 hurricane, 1163 to 1165 typhoon, 1164 to 1166 cyclone, 1165 to 1167 hurricane, 1166 to 1168 typhoon, 1167 to 1169 cyclone, 1168 to 1170 hurricane, 1169 to 1171 typhoon, 1170 to 1172 cyclone, 1171 to 1173 hurricane, 1172 to 1174 typhoon, 1173 to 1175 cyclone, 1174 to 1176 hurricane, 1175 to 1177 typhoon, 1176 to 1178 cyclone, 1177 to 1179 hurricane, 1178 to 1180 typhoon, 1179 to 1181 cyclone, 1180 to 1182 hurricane, 1181 to 1183 typhoon, 1182 to 1184 cyclone, 1183 to 1185 hurricane, 1184 to 1186 typhoon, 1185 to 1187 cyclone, 1186 to 1188 hurricane, 1187 to 1189 typhoon, 1188 to 1190 cyclone, 1189 to 1191 hurricane, 1190 to 1192 typhoon, 1191 to 1193 cyclone, 1192 to 1194 hurricane, 1193 to 1195 typhoon, 1194 to 1196 cyclone, 1195 to 1197 hurricane, 1196 to 1198 typhoon, 1197 to 1199 cyclone, 1198 to 1200 hurricane, 1199 to 1201 typhoon, 1200 to 1202 cyclone, 1201 to 1203 hurricane, 1202 to 1204 typhoon, 1203 to 1205 cyclone, 1204 to 1206 hurricane, 1205 to 1207 typhoon, 1206 to 1208 cyclone, 1207 to 1209 hurricane, 1208 to 1210 typhoon, 1209 to 1211 cyclone, 1210 to 1212 hurricane, 1211 to 1213 typhoon, 1212 to 1214 cyclone, 1213 to 1215 hurricane